504 361 [175] world's great ports and the most Western of the great cities of Southeast Asia. A Crown Colony, it is the only great city without a large administrative hinterland, although it is the seat of the British High Commissioner for Southeast Asia. Since its founding by Raffles in 1819, it has been a free port and an entrepôt for much of archipelagic Southeast Asia. About half of the 5.5 million tons of cargo that pass over Singapore's modern wharves originates outside of the Malayan peninsula, and it was not until 1924 that the island of Singapore was connected by causeway with the mainland. At the same time it handles two-thirds of Malaya's exports and about three-fourths of its imports by value. Increasingly, its interests have tended to focus upon Malaya itself, as its entrepôt functions have been cut into by the other great ports within the region, especially Jakarta. What has kept Singapore the largest port in Southeast Asia (over 20 million net tons of shipping entered in 1952) is its status as a free port and its strategic location at the western entrance to the South China Sea and the Pacific Ocean basin. As a crossroad between the Pacific and Indian oceans, it attracts shipping from great distances. It also has become an important air center, and a new airfield is under construction northeast of the city. Finally, the concentration of banking, insurance, light industry, docking, repair, and outfitting facilities have fortified its dominant position.

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361 563 Singapore City was originally laid out with due regard for ethnic quarters.[19] The oldest section of the city, however, has become the business center, but the rest of the older town is a densely populated Chinese section, and much of the newer town to the northeast also is Chinese. Each of these areas is in turn divided on the basis of Chinese clan categories. The European residen-

[18] D. F. Allen, *Report on the Major Ports of Malaya* (Kuala Lumpur: Government Printer, 1951), p. 128.

[19] For a general description of the city see E. H. G. Dobby, "Singapore: Town and Country," *Geographical Review*, January, 1940, and the *Colony of Singapore Annual Report*.

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On the other hand,[1] changes in transportation have elevated Bangkok to a new importance. It lies astride the main air route between Europe and the Far East, and the Australia-Europe services also pass through it. It is now the leading international air center in Southeast Asia, with 42 international departures a week in 1953 as compared with Singapore's 27, and its airport is one of the larger commercial fields in the Orient.

The role of the Southeast Asian great city has been modified by the Pacific war and the granting of independence to Burma, the Philippines, and Indonesia, and partial independence to Vietnam. Five of the six great cities are now capitals of the independent states. Each of these merits the title "link capital"; that is, they are the media through which the newly independent states are linked with the outside world. At the same time, they have begun to assume an increasingly indigenous character. The substitution of Malay for Dutch names and street signs in Indonesia is only one evidence of cultural change. The in-migration of petty officials, tradesmen, and refugees from the beleaguered rural areas has given the urban populations a new and more homogeneous native cast. The fevers of nationalism have made the large minorities more cautious about flaunting their ethnic independence.

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[1] [i.e. as compared to the inconvenient port facilities -- Analyst]